

Message Text

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ACTION EA-10

INFO OCT-01 ISO-00 PM-03 NSC-05 SP-02 SS-15 RSC-01 L-01

CIAE-00 INR-05 NSAE-00 DODE-00 EB-04 ACDA-05 DRC-01

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P 160610Z OCT 74

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC PRIORITY 5309

INFO AMCONSUL SAPPORO PRIORITY

C O N F I D E N T I A L SECTION 1 OF 2 TOKYO 13502

EO 11652: GDS

TAGS: MARR JA

SUBJ: CIVIL USE OF MISAWA (U)

FOL MSG RECVD FROM COMUSJAPAN FUCHU AS JA SENT TO
COMNAVFORJAPAN ACTION WITH INFO TO AMEMBASSY TOKYO,
CINCPAC, CINCPACFLT, COMSEVENTHFLT, COMFAIRWESTPAC AND
6920THSCTYWG MISAWA AB JULY 5 1974 RPTD FOR YOUR INFOR QTE

SUBJ: CIVIL USE OF MISAWA (U)

REF: A. FSJG MEMO 333-1297, 6 JUN 74 (U)

B. COMUSJAPAN 221001Z JAN 74 (C)

C. COMNAVFORJAPAN 290700Z MAR 74 (C)

D. COMUSJAPAN 180547Z APR 74 (U)

E. COMNAVFORJAPAN 070215Z JUN 74 (C)

1. (C) BY REF A, THE GOJ FORMALLY REQUESTED SOFA ARTICLE 114(A)
USE OF MISAWA AB FOR THREE COMMERCIAL FLTS PER DAY TO TOA
DOMESTIC AIRWAYS (TDA). REFS B THRU E CONTAIN BACKGROUND INFO
PERTAINING TO THIS ISSUE, AS SUMMARIZED BELOW:

A. REF B EXPRESSED THE USFJ VIEW THAT CIVIL USE OF MISAWA WOULD
PROBABLY BE IN THE BEST INTEREST OF U.S. FORCES DUE TO:

- (1) MORE RAPID MAIL DELIVERY
- (2) CONVENIENT AIR SERVICE FOR ASSIENGED PERSONNEL AND DEPENDENTS
- (3) EVIDENCE OF U.S. FORCES COOPERATION WITH LOCAL COMMUNITY.

B. REF C, IN RESPONSE TO REF B, PROVIDED FOLLOWING SPECIFIC/

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LIMITATIONS WHICH PRECLUDED CIVIL AIRCRAFT USE OF MISAWA:

- (1) INADEQUATE CRASH/RESCUE PERSONNEL AND EQUIPMENT
- (2) INADEQUATE USAF/USN PASSENGER HANDLING FACILITIES
- (3) NO CUSTOMS OR IMMIGRATION PERSONNEL
- (4) NO REFUELING CAPABILITY FOR CIVIL AIRCRAFT
- (5) ANTICIPATED UNWILLINGNESS OF CIVIL CARRIERS TO ACCEPT DELAYS DUE TO USN OPERATIONAL REQUIREMENTS

(6) ACCELERATED PAVEMENT DETERIORATION DUE TO CIVIL USE
C. REF D PROVIDED ALCON WITH JAPAN CIVIL AERONAUTICS BUREAU (JCAB) CONCEPT OF CIVIL USE OF MISAWA. CONCEPT SPECIFICALLY ADDRESSED USN OBJECTIONS CONTAINED IN REF C AS FOLLOWS:

- (1) INCREASED FIRE/CRASH RESCUE EQUIPMENT AND PERSONNEL WILL BE PROVIDED BY JASDF AND/OR LOCAL MISAWA COMMUNITY.
- (2) USAF/USN PASSENGER HANDLING FACILITIES NOT REQUIRED.
- (3) NO CUSTOMS/IMMIGRATION REQUIRED.
- (4) NO USAF/USN FUEL SUPPORT REQUIRED.
- (5) CIVIL CARRIERS WILL ACCEPT DELAYS DUE TO USN OPERATIONAL REQUIREMENTS.
- (6) JCAB PREPARED TO INSTITUTE COST-SHARING AGREEMENT FOR USE OF RUNWAYS/TAXIWAYS.

D. REF E PROVIDED A SUBSEQUENT USN POSITION WHICH ESSENTIALLY RECOMMENDED THE GOJ EXPAND AND DEVELOP THE HACHINOHE AIRPORT RATHER THAN USE MISAWA AND SUGGESTED THAT USE OF MISAWA IS NOT JUSTIFIED BECAUSE THERE IS INSUFFICIENT AIRSPACE AND AIRFIELD TIME AVAILABLE, SAFETY CONSIDERATIONS AND AIRFIELD IS NOT SUITABLE FOR HEAVY JET OPERATIONS, AS A U.S. FALL-BACK POSITION, REF E RECOMMENDED IF MISAWA MUST BE USED FOR CIVIL AIRCRAFT:

- (1) GOJ MUST CONSTRUCT PARALLEL RUNWAY.
- (2) COMMERCIAL AIRCRAFT MUST USE SEPARATE GROUND FACILITIES WITH GROUND MOVEMENT OF AIRCRAFT, PASSENGERS AND FREIGHT NOT PASSING THROUGH THE MILITARY PORTION OF THE BASE.
- (3) THE AIR TRAFFIC PATTERN FOR BOTH COMMERCIAL AND MILITARY TRAFFIC MUST BE PROTECTED FROM ENROACHMENT.

2. (C) IT IS THE USFJ VIEW THAT RESPONSE TO THE GOJ REQUEST CONTAINED REF A MUST BE BASED UPON CAREFUL, FACTUAL ANALYSIS OF THE FOLLOWING KEY ISSUES:

A. DOES THE GOJ HAVE A VALID BASIS FOR REQUESTING COMMERCIAL USE

OF MISAWA? USFJ CONCLUSION IS YES, BASED UPON THE FOLLOWING FACTS:

- (1) USING YS-11 AIRCRAFT, TDA HAS OPERATED AT NEAR CAPACITY FOR CONFIDENTIAL

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DAILY FLTS BETWEEN TOKYO AND HACHINOHE; I.E. JFY 72- 82 PCT, JFY73- 93 PCT, PROJECTION FOR JFY74- 93 PCT. (NOTE. DUE TO INCREASE IN FUEL REQUIRED FOR WEATHER ALTERNATE, ACTUAL CAPACITY OF FLTS FROM TOKYO TO HACHINOHE IS LIMITED TO 55 PASSENGERS.)

- (2) BY CONVERTING TO DC-9'S, AIRCRAFT LOADING MAY BE INCREASED BY 66 SPACES.

(3) HACHINOHE RUNWAY IS NOT SUITABLE FOR DC-9 OPERATIONS. RUNWAY WEIGHT BEARING LIMITATION IS 94,600 LBS (DUAL-WHEEL) BS DC-9

WEIGHT (DUAL-WHEEL LOADING) OF 114,000 LBS. IN ADDITION, RUNWAY LENGTH OF 7400 FT IS MARGINAL WHEN COMPARED TO JCAB ESTABLISHED STANDARD OF 7200 FT FOR DC-9 DEPARTURE OPERATIONS

(4) WHILE BOTH HACHINOHE AND MISAWA EXPERIENCE FOG/LOW STRATUS CEILINGS, MISAWA IS THE PREFERABLE ALL-WEATHER AIRPORT. DUE TO TERRAIN FEATURES AT HACHINOHE, TACAN AND ADF APPROACHES ARE ONLY APPROVED FOR ONE RUNWAY, PRECISION APPROACH MINIMUMS 300-3/4. AT MISAWA, TACAN/ILS AND NDB/ILS APPROACHES HAVE BEEN ESTABLISHED FOR THE PRIMARY INSTRUMENT RUNWAY; PRECISION APPROACHES FOR BOTH RUNWAYS WITH MINIMUMS 100-1/4.

B. CAN EXISTING MISAWA RUNWAY/FACILITIES ACCOMMODATE REQUESTED CIVIL USE? USFJ CONCLUSION IS YES, BASED ON THE FOLLOWING FACTS:

(1) DC-9 TAKE-OFF WEIGHT IS APPROX 20,000 LBS LIGHTER THAN USN OPERATED P-3'S. WEIGHT IS WELL WITHIN USN ESTABLISHED MISAWA RUNWAY WEIGHT CAPACITY OF 170,000 LBS FOR DUAL-WHEEL AIRCRAFT.

(2) MISAWA SB HAS SUPPORTED CIVIL AIRCRAFT TRAINING OPERATIONS WHICH, DURING THE PERIOD NOV 73 THRU FEB 74, AMOUNTED TO AN AVERAGE OF 1,043 OPERATIONS PER MONTH. (NOTE: AN AIRCRAFT TAKE-OFF, LANDING, TOUCH AND GO OR MISSED APPROACH ARE ALL COUNTED AS SEPERATE OPERATIONS; ABOVE AVERAGE INCLUDES MISAWA-BASED AERO CLUB AIRCRAFT.

(3) MISAWA AB CAN SUPPORT INCREASED AIRFIELD OPERATIONS. DURING THE PERIOD NOV73 THRU FEB74, MISAWA AVERAGED 3,683 MILITARY-CIVIL AIRCRAFT OPERATIONS PER MONTH WHILE MILITARY-CIVIL OPERATIONS AT NAHA AVERAGED 8,234. PROJECTED COMMERCIAL USE OF MISAWA WOULD REQUIRE AN ADDITIONAL 186 AIRCRAFT OPERATIONS PER MONTH. (NOTE: MISAWA AND NAHA ARE USED FOR COMPARISION AS BOTH AIRFIELDS HAVE SINGLE RUNWAYS AND ARE USED BY COMMERCIAL, USN, USMC AND JASDF AIRCRAFT.)

(4) THERE IS SUFFICIENT RAMP AREA AND THE NORTH SIDE OF MISAWA AIRFIELD TO ACCOMMODATE CIVIL AIRCRAFT LOADING /UNLOADING OPERATIONS WITH MINIMAL EFFECT UPON, OR VISIBILITY OF, U.S. FORCES OR JASDF FLIGHTLINE OPERATIONS.

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C. WILL CIVIL AIRCRAFT USE OF MISAWA LEAD TO INCREASING CIVILIAN ENROACHMENT OF U.S. FORCES/JASDF FACILITIES OR OPERATIONS?

USFJ

CONCLUSION IS NO, BASED ON THE FOLLOWING FACTS:

(1) REF A SPECIFICALLY REQUESTED JOINT COMMITTEE APPROVAL FOR THREE FLIGHTS PER DAY. ANY FUTURE INCREASE IN CIVIL AIRCRAFT OPERATIONS AT MISAWA WILL REQUIRE JOINT COMMITTEE APPROVAL.

(2) IN ORDER TO GAIN GOJ MINISTRY OF FOREIGN AFFAIRS (MOFA) APPROVAL AND SANCTION OF REF A, THE JCAB WAS REQUIRED TO ASSURE THE MOFA THAT NO INCREASE IN CIVIL AIRCRAFT USE OF MISAWA WOULD BE REQUIRED FOR THE NEXT FIVE YEARS. (NOTE: THIS HQ HAS PRESSED THE JCAB ON THIS POINT IN ORDER TO DETERMINE FUTURE JCAB INTENTIONS. UNOFFICIALLY THE JCAB MAINTAINS THAT SHOULD CIVIL AIR REQUIREMENTS EXCEED REQUESTED DC-9 CAPABILITY, INCREASED FLIGHTS MAY BE REQUIRED.

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ACTION EA-10

INFO OCT-01 ISO-00 PM-03 NSC-05 SP-02 SS-15 RSC-01 L-01

CIAE-00 INR-05 NSAE-00 DODE-00 EB-04 ACDA-05 DRC-01

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P 160610Z OCT 74

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C O N F I D E N T I A L SECTION 2 OF 2 TOKYO 13502

JCAB OFFICIALS ADKNOWLEDGE, HOWEVER, GOJ APPROVAL OF SUCH A FUTURE REQUEST WOULD BE EXTREMELY DIFFICULT IN VIEW OF ASSURANCES MADE TO THE MOFA OF NO INCREASE OVER THE NEXT FIVE YEARS.)

(3) THE JCAB IS CURRENTLY DEVELOPING LONG RANGE PLANS TO CONSTRUCT A COMMERCIAL AIRFIELD WEST OF AOMORI CITY.

(4) BULLET TRAIN SERVICE TO AOMORI CITY IS SCHEDULED TO COMMENCE IN 1977. THIS WILL PROVIDE AN ALTERNATE, RAPID MEANS OF TRANSPORTATION TO THE MAIN POPULATION CENTERS IN NORTHERN HONSHU AND WILL REDUCE DEMANDS UPON CIVIL AIR CARRIERS. (NOTE: LT GEN HIRANO, FORMER COMMANDER OF THE JASDF NORTHERN DEFENSE COMMAND, USED THIS POINT TO EMPHASIZE HIS VIEW OF NO RAPID INCREASE IN COMMERCIAL AIR REQUIREMENTS FOR MISAWA.)

(5) IF CIVIL AIRCRAFT USE OF MISAWA IS PERMITTED IAW REF A, THERE ARE NO ICAO OR GOJ AVIATION LAWS WHICH WOULD REQUIRE SIMILAR LANDING RIGHTS BE AFFORDED TO OTHER DOMESTIC OR INTERNATIONAL AIR CARRIERS.

D. FROM THE USFJ VIEWPOINT, ADVANTAGES TO U.S. FORCES GAINED BY PERMITTING CIVIL AIRCRAFT USE OF MISAWA APPEAR TO INCLUDE:

(1) IMPROVED LOGISTIC SUPPORT. AT THE PRESENT TIME, TDA TRANSPORTS 500 LBS OF U.S. FORCES MAIL AND CARGO DAILY FROM TOKYO TO HACHINOHE. DIRECT DC-9 FLTS TO MISAWA WOULD IMPROVE THIS SERVICE.

(2) IMPROVED U.S. FORCES PASSENGER SERVICE. AT THE PRESENT TIME MAC CONTRACT FLTS ARE SCHEDULED ONLY THREE TIMES PER WEEK. DAILY COMMERCIAL AIR SERVICE FROM MISAWA TO TOKYO WOULD RESULT IN IMPROVED MORALE FOR PERSONNEL WHOSE ONLY ALTERNATE MEANS OF

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TRANSPORTATION FROM MISAWA AT THIS TIME ARE YS-11 FLTS FROM HACHINOHE (USUALLY BOOKED TO CAPACITY WELL IN ADVANCE OF SCHEDULED FLTS - ESPECIALLY DURING THE SUMMER AND FALL PERIODS), OR TRAIN SERVICE FROM HACHINOHE (EIGHT HOURS REQUIRED TRAVEL TIME FROM HACHINOHE TO TOKYO).

(3) BASE-COMMUNITY RELATIONSHIPS. THERE IS NO DOUBT APPROVAL OF SCHEDULED AIRLINE SERVICE TO MISAWA WILL ASSIST IN MAINTAINING THE GOOD RELATIONSHIP WHICH NOW APPERS TO EXIST BETWEEN THE BASE AND MISAWA CITY. ON THE OTHER HAND, DENIAL OF CIVIL AIR SERVICE AT MISAWA COULD HAVE A SEVERE, ADVERSE IMPACT ON BASE-COMMUNITY RELATIONSHIPS. TO GAIN HACHINOHE CITY AGREEMENT TO TRANSFER CIVIL AIR OPERATIONS TO MISAWA, THE PREFECTURAL GOVERNMENT AGREED TO CONSTRUCT A NEW HIGHWAY BETWEEN HACHINOHE AND MISAWA CITY; THIS HQ UNDERSTANDS CONSTRUCTION IS CONTINGENT ON U.S. FORCES APPROVAL FOR CIVIL CARRIER OPERATIONS AT MISAWA. THE NEW HIGHWAY IS DESIRABLE TO THE INHABITANTS OF MISAWA AS IT WILL PROVIDE EASIER ACCESS TO THE MUCH LARGER CITY OF HACHINOHE.

(4) ALTHOUGH CIVIL AIRCRAFT USE OF MISAWA MAY ADD TO NOISE POLLUTION, THE GOJ WOULD BE REQUIRED TO SHARE A PORTION OF THIS BURDEN.

(5) RUNWAY MAINTENANCE COST-SHARING. AT THE PRESENT TIME, JASDF ASSUMES 76 PCT AND U.S. FORCES 24 PCT OF RUNWAY MAINTENANCE COSTS: CIVIL USE OF THE AIRFIELD WOULD INCLUDE APPROPRIATE MAINTENANCE COSTS BEING ASSUMED BY THE JCAB.

E. FROM THE USFJ VIEWPOINT, OBVIOUS DISADVANTAGES OF CIVIL AIRCRAFT USE OF MISAWA INCLUDE:

(1) VISIBILITY OF U.S. FORCES MILITARY OPERATIONS. THIS OBJECTION MAY BE TEMPERED BY REQUIRING ALL COMMERCIAL OPERATIONS TO BE CONDUCTED ON THE NORTH SIDE OF THE AIRFIELD.

(2) INTERRUPTION OF USN FIELD CARRIER LANDING PRACTICE (FCLP). ARRIVAL OF CIVIL AIRCRAFT WOULD DISRUPT FCLP TRAINING AND THE LOSS OF AT LEAST ONE PRACTICE LANDING PER AIRCRAFT. IT MAY BE FEASIBLE, HOWEVER, TO SCHEDULE FCLP'S AROUND SCHEDULED AIRCRAFT FLTS.

(3) RISK OF CIVIL-MILITARY AIRCRAFT ACCIDENT. CIVIL USE OF MISAWA DURING PEAK USN TRAINING PERIODS WOULD INCREASE THIS POSSIBILITY. IT SHOULD BE NOTED HOWEVER THE POTENTIAL WOULD PROBABLY BE NO GREATER THAN OTHER MILITARY-CIVILIAN TERMINAL AREAS (E.G. KADENA/ NAHA) AND THE USE OF JASDF AIR TRAFFIC CONTROLLERS PLACES A GREATER SHARE OF AIR TRAFFIC SAFETY RESPONSIBILITY ON THE GOJ.

3. (C) UNLESS THERE ARE OVER-RIDING OPERATIONAL CONSIDERATIONS, OR OTHER FACTORS NOT ADDRESSED ABOVE, WHICH CAN BE USED AS A FIRM
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BASIS FOR U.S. FORCES REJECTION OF REF A, RECOMMEND THE FOLLOWING
USFJ POSITION BE CONSIDERED:

A. CIVIL USE OF MISAWA CAN BE APPROVED ON A NON-INTERFERENCE-WITH-MILITARY-OPERATIONS BASIS SUBJECT TO GOJ AGREEMENT TO THE FOLLOWING STIPULATIONS:

- (1) JOINT USE WILL BE LIMIED TO THREE FLIGHTS DAILY BY SCHEDULED COMMERCIAL AIRCRAFT.
 - (2) GOJ MUST PROVIDE CRASH/RESCUE PERSONNEL AND EQUIPMENT TO CONFORM TO U.S./ICAO STANDARDS FOR THE AIRCRAFT INVOLVED (DC-9).
 - (3) GOJ MUST PROVIDE ALL AIRCRAFT SERVICING AND GROUND SUPPORT EQUIPMENT TO INCLUDE REFUELING.
 - (4) ALL PASSENGER TERMINAL OPERATIONS WILL BE CONDUCTED OFF THE FACILITY. PASSENGER TRANSPORTATION WILL BE THE RESPONSIBILITY OF THE GOJ AND WILL NOT BE CONDUCTED THROUGH THE MAIN PORTION OF THE BASE.
 - (5) RAMP SPACE TO BE USED BY CIVIL AIRCRAFT WILL BE DECIDED AT THE LOCAL LEVEL.
 - (6) COST-SHARING ARRANGEMENTS FOR USE OF THE RUNWAY AND TAXIWAYS WILL BE INCLUDED IN THE JOINT USE AGREEMENT.
 - (7) GOJ MUST ACKNOWLEDGE CIVIL AIRCRAFT ARRIVAL AND DEPARTURES MAY BE DELAYED DUE TO U.S. FORCES OPERATIONAL REQUIREMENTS.
4. (U) REQUEST COMNAVFORJAPAN COMMENTS/RECOMMENDATIONS RE ABOVE POSITION BE FORWARDED BY 12 JUL 74. GDS-80 UNQTE
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: MILITARY AIRCRAFT, MILITARY BASES, STATUS OF FORCES AGREEMENTS, AIR ROUTES
Control Number: n/a
Copy: SINGLE
Draft Date: 16 OCT 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: shawdg
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974TOKYO13502
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Film Number: D740295-0553
From: TOKYO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19741041/aaaabioy.tel
Line Count: 299
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EA
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 6
Previous Channel Indicators:
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: A. FSJG MEMO 333-1297, 6 JUN 74 (U)
Review Action: RELEASED, APPROVED
Review Authority: shawdg
Review Comment: n/a
Review Content Flags:
Review Date: 31 JUL 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <31 JUL 2002 by martinml>; APPROVED <18 MAR 2003 by shawdg>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVIL USE OF MISAWA (U) FOL MSG RECVD FROM COMUSJAPAN FUCHU AS JA SENT TO
TAGS: MARR, JA, US
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005